Chrysler RAM PHEV Fleet - Phase 2

All Fleets

Number of vehicles: 23

Reporting period: November 2013 through March 2014

Date range of data received: 11/1/2013 to 3/31/2014

Number of vehicle days driven: 1909

All Trips Combined

Overall gasoline fuel economy (mpg)	19
Overall AC electrical energy consumption (AC Wh/mi)[1]	84
Overall DC electrical energy consumption (DC Wh/mi)[2]	63
Overall DC electrical energy captured from regenerative braking (DC Wh/mi)	33
Total number of trips	9,125
Total distance traveled (mi)	114,018

Trips in Charge Depleting (CD) mode[3]

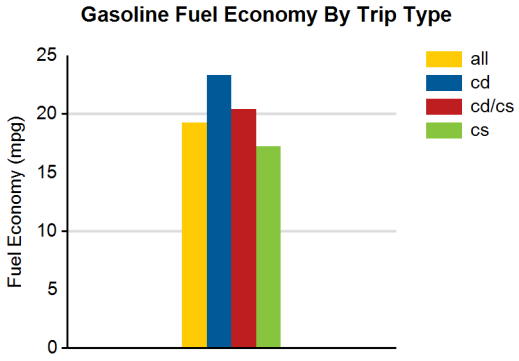
Gasoline fuel economy (mpg)	23
DC electrical energy consumption (DC Wh/mi)[4]	200
Number of trips	3,148
Percent of trips city | highway	87% | 12%
Distance traveled (mi)	25,464
Percent of total distance traveled	22%

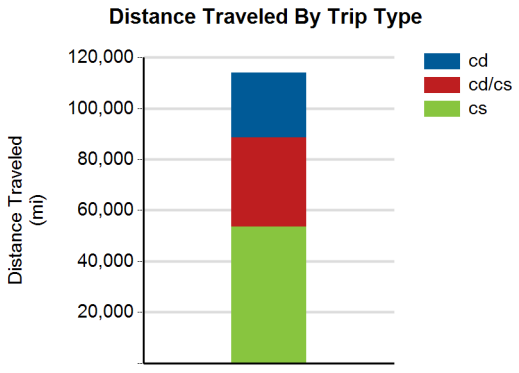
Trips in both Charge Depleting & Charge Sustaining (CD/CS) modes[5]

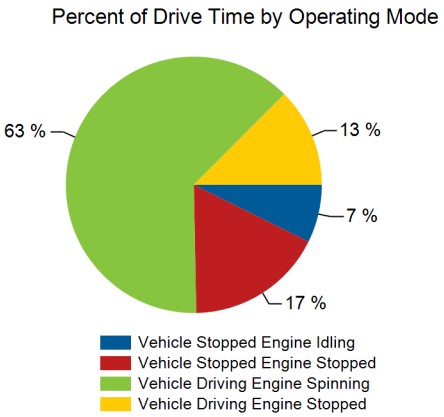
Gasoline fuel economy (mpg)	20
DC electrical energy consumption (DC Wh/mi)[6]	66
Number of trips	1,542
Percent of trips city | highway	69% | 30%
Distance traveled CD | CS (mi)	12,117 | 22,875
Percent of total distance traveled CD | CS	11% | 20%

Trips in Charge Sustaining (CS) mode[7]

Gasoline fuel economy (mpg)	17
Number of trips	4,435
Percent of trips city | highway	85% | 14%
Distance traveled (mi)	53,610
Percent of total distance traveled	47%







Notes: 1 - 9. Please see http://avt.inl.gov/pdf/phev/chryslerreportnotes.pdf for an explanation of all PHEV Fleet Testing Report notes. This document also includes all report changes to date.

The Chrysler RAM PHEV Fleet was designed as a demonstration program of customer duty cycles related to plug-in electric vehicles and may not necessarily demonstrate optimized fuel economy.

Vehicle fuel economy is based on customer usage and may not be representative of maximum potential fuel economy.

Trips in Charge Depleting (CD) mode

	City	Highway
Gasoline fuel economy (mpg)	23	26
DC electrical energy consumption (DC Wh/mi)	208	180
Percent of miles with internal combustion engine off	11%	3%
Average trip Aggressiveness	5.5	3.8
Average trip distance (mi)	7	17

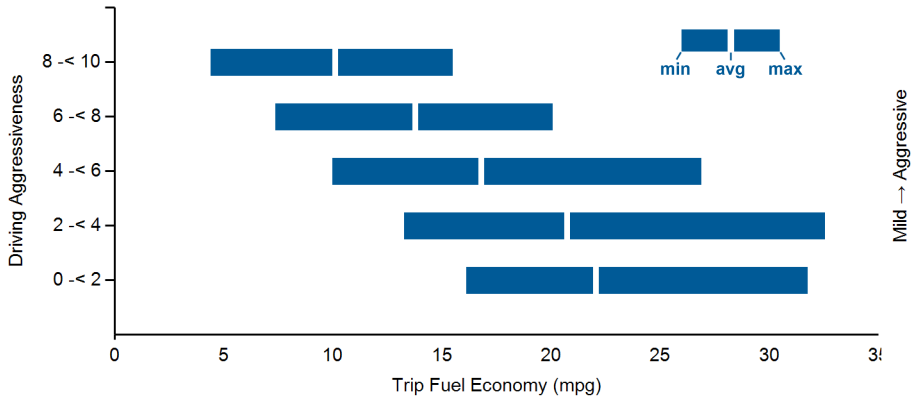
Trips in Charge Depleting and Charge Sustaining (CD/CS) mode

Gasoline fuel economy (mpg)	20	21
DC electrical energy consumption (DC Wh/mi)	70	61
Percent of miles with internal combustion engine off	8%	2%
Average trip Aggressiveness	4.9	3
Average trip distance (mi)	16	38

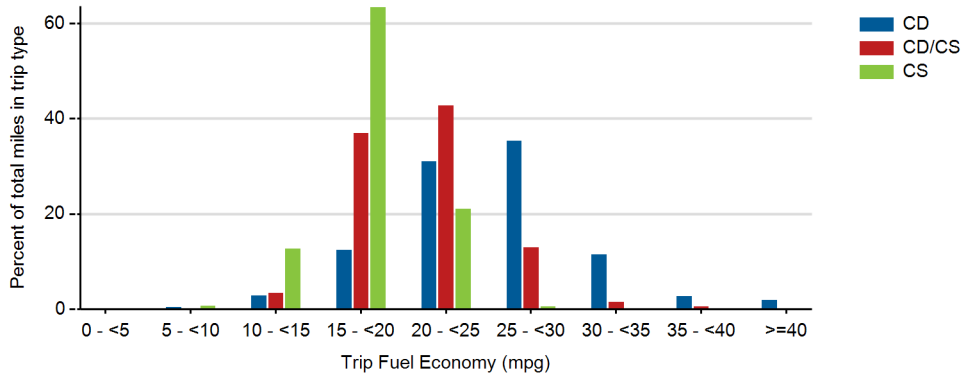
Trips in Charge Sustaining (CS) mode

Gasoline fuel economy (mpg)	16	19
Percent of miles with internal combustion engine off	8%	1%
Average trip Aggressiveness	5.6	3.1
Average trip distance (mi)	9	33

Effect of Driving Aggressiveness on Fuel Economy[8]



Trip Fuel Economy Distribution By Trip Type



Plug-in charging

Average number of charging events per vehicle per month when driven			18.05
Average number of charging events per vehicle per day when driven			0.95
Average distance driven between charging events (mi)			62.54
Average number of trips between charging events			5.01
Average time charging per charging event (hr)			1.71
Average energy per charging event (AC kWh)			5.27
Average charging energy per vehicle per month (AC kWh)			95.20
Total number of charging events			1,823
Number of charging events at Level 1 | Level 2	439	|	1375
Total charging energy consumed (AC kWh)			9,615
Charging energy consumed at Level 1 | Level 2 (AC kWh)	1,967	|	7,647
Percent of total charging energy from Level 1 | Level 2	20%	|	80%
Average time to charge from 20% to 100% SOC (hrs) Level 1 | Level 2[9]	11.45	|	2.11